Sewall
The evolution of expertise

Technical Proposal for Professional Services for Transportation Infrastructure Study

MUNICIPALITY OF ROCKPORT, MAINE

January 31, 2023

A TFIC Company

77 Exchange Street · Suite 401 · Bangor, Maine 04401 · +1.207.827.4456 · sewall.com · info@sewall.com

1. CONSULTANT TEAM

James W. Sewall Company (Sewall), a 143-year-old company with offices in Bangor, Portland and Portsmouth is pleased to present this proposal for a Transportation Infrastructure Study, as outlined in your request for proposals (RFP), emailed to Sewall on January 4, 2023. We have assembled an outstanding team of well qualified professionals who are familiar with Rockport and its' unique characteristics. Viewshed (formerly Terry J. Dewan & Associates) will provide additional landscape architecture expertise to the Sewall team.

1.1. SEWALL

Sewall offers a wide range of professional services, including civil and transportation engineering, surveying, construction administration and inspection, site evaluation and permitting, land use planning, geospatial solutions and natural resources consulting. The Engineering Division includes professional engineers, professional land surveyors, GIS analysts, and technicians with expertise in virtually every discipline of civil engineering, including highway and intersection design, traffic and transportation engineering.

Sewall's transportation team offers decades of experience and expertise in the study and design of infrastructure that moves people: roads, highways, bridges, bike lanes, pedestrian paths, signalized intersections, roundabouts, and cutting edge technology including adaptive signals and intelligent transportation systems (ITS). Sewall's staff has successfully performed or reviewed hundreds of traffic impact studies in Maine.

Sewall regularly performs the following transportation and traffic services:

- Site Impact Traffic Studies
- Traffic Signal Design
- Municipal Review Services
- Bicycle & Pedestrian Facilities Reviews
- Parking Studies
- Traffic Data Collection
- Safety Studies
- Corridor Traffic Studies
- Temporary Traffic Control Plans
- Intersection and Roadway Design

In addition, Sewall has been providing facilities and asset management services to Walmart Stores Inc for over twenty years. Sewall is currently working on over 150 Walmart projects east of the Mississippi in multiple states. These services include onsite pavement evaluations and inspections, development of pavement repair plans and pavement marking and signage plans and designs for ADA compliance.

1.2. VIEWSHED (FORMERLY TJD&A)

VIEWSHED, (formerly Terrence J. Dewan & Associates, or TJD&A), is a leading landscape architectural and planning firm based in Yarmouth, Maine. As a woman-owned small business, we are a diverse group of design professionals, specializing in both large-scale planning and detailed site design. Our staff of twelve is composed of professionals with backgrounds in landscape architecture, engineering, community planning, public engagement, GIS analysis, visual resource assessment, 3D modeling, graphic design, and land-use permitting. In addition to maintaining an interdisciplinary approach within the office, we collaborate with professional teams from a variety of disciplines to address complex challenges.

Over the years we've worked with a large number of cities and towns across Maine and understand how to collaborate with municipal staff. We have extensive experience with municipal projects, master planning, streetscape design, sidewalk and pathway planning, public parks, and similar facilities that demand careful attention to user needs, pedestrian scale and movement, and maintenance. Some of our noteworthy projects include the State House Commons and the Courthouse in Augusta; Boothby Square and the Bayside Trail in Portland, Coastal Maine Botanical Gardens, and the Strategic Open Space Plan in South Portland. We believe the most appropriate design solutions come from thoughtful engagement with our clients. In our work with municipalities, we search for innovative ways to facilitate public outreach as it relates to the design process.

1.3. KEY STUDY STAFFING AND AVAILABILITY

Diane W. Morabito, P.E. PTOE, Vice President Traffic Engineering, will be the project manager. She has over forty-years of transportation and traffic engineering experience in Maine. She will be assisted by Lynn Frazier, P.E. PTOE, Senior Transportation Engineer and Brett Hart, P.E. Senior Vice President of Engineering. Aaron Shaw, P.E. will lead the environmental review. These four key engineers will be supported by other experienced Sewall staff as needed for data collection, analysis and drafting work tasks.

Eamonn Hutton, PLA is a landscape architect at Viewshed with experience ranging from expansive comprehensive planning in urban regions to detailed design and construction documentation for parks, streetscapes, and institutions. Eamonn is passionate about ecological design and his landscape designs feature native plantings and green infrastructure. In his planning projects, Eamonn merges GIS analysis with ecological research to craft data-driven strategies for the restoration and conservation of natural resources. Steve Thompson, PLA, has experience in regional master planning, parks, and visual impact assessment.

Sewall has worked with the Viewshed office on numerous projects since the 1990s, most recently in 2022 on the Railroad Square development project in Yarmouth. Both firms have established working relationships and will provide the Town with a cohesive team.

All proposed staff currently has adequate availability and capacity to block out the required time to complete the study tasks within the proposed schedule and in a timely manner. The most important consideration in the schedule for this study is the need to collect traffic data under peak summer conditions in July given Rockport's seasonal increases.

Similar projects for both firms to demonstrate experience are provided in Section 3 of this proposal.

Resumes for all key staff are included in the Appendix.

2. PROJECT UNDERSTANDING

Sewall and Viewshed are very familiar with the area and the challenges associated with the existing transportation infrastructure. Diane Morabito has performed numerous Traffic Impact Studies in Rockport and the surrounding communities over the decades. She also performed the traffic work for the permitting of the high school and the elementary school on Route 90.

Viewshed is very focused on working with Maine communities and has done considerable work in Rockport. They have recently been involved in evaluating the options for sidewalks and bike lanes on the Goose River Bridge to connect Pascal Ave to downtown. Additionally, the office previously worked on the Rockport Library and the development of the Rockport Comprehensive Plan. Viewshed is passionate about engaging the public with innovative strategies; using both digital and in-person methods to gather input.

Rockport has a small, charming downtown village located at the head of the harbor. However, numerous historic buildings, the Goose River and harbor and associated slopes, and the Goose River bridge result in grading and ADA challenges for the existing street and sidewalk system. Two key Main Street sidewalks end with significant stairs, providing no connectivity for persons with disabilities.

The study area is defined in the RFP as:

- the downtown village area (Main, Central and Union Streets)
- Pascals Ave from Route 1 to the downtown
- Route 90 and West Street from the high school to the downtown

The above study area routes encompass a little over two miles of centerline. Average annual daily traffic (AADT) volumes on these roadways range from approximately 1,850 to 6,100, with Route 90 having the highest volumes and West Street having the lowest. The downtown area has an AADT of approximately 4,500. Obviously, given the recreational nature of the area, traffic volumes in summer are significantly higher.

MaineDOT has funded a design project to rehabilitate or replace the Goose River bridge, which connects Pascal Avenue to Main Street. The existing bridge provides a sidewalk on one side (northwesterly), but is narrow overall with no room for bicycles. Sidewalks are generally provided on one side of Pascal Avenue and throughout the downtown study area. No sidewalk is currently provided along Route 90 from Route 1 to the elementary and high school so students are unable to walk to school. Route 90 is posted at 45 mph on the Route 1 end but speeds are believed to be much higher. Sidewalk is provided on one side of West Street from Route 1 to Main Street. There is some room for bikes on the southern end of Pascal Ave and also along Route 90 shoulders but speeds there may make this uncomfortable for most riders. Narrow lanes and on-street parking keep speeds lower in the downtown village area but leave no room for bicycles.

2.1. TASK 1 – KICK-OFF MEETING

As outlined in the RFP, the Sewall Team will meet with Rockport and MaineDOT representatives to review the issues and outline the study needs including:

- Identify and understand local issues
- Identify and understand relevant state and federal regulatory requirements
- Finalize the scope of work and analysis periods
- Identify previous relevant studies
- Identify available traffic data and the additional data needed
- Identify baseline environmental data to be collected
- Draft a preliminary study purpose and need

2.2. TASK 2 – AVAILABLE DATA

Sewall has reviewed several documents and data sources in the preparation of this proposal. The 2004 Comprehensive Plan outlines several goals and priorities. The following are important and will be integral to this project:

- Preservation of the aesthetics of Rockport, which includes its rural character, beauty of the hills, beauty of the harbor, and intimacy of its neighborhoods.
- Better transportation planning to mitigate the impact of increased traffic and the threat to public safety caused by congested highways.

Sewall will continue to review the comprehensive plan to make sure we develop a thorough understanding of the plan's objectives.

Sewall has reviewed the available traffic data on MaineDOT's Interactive Map and determined that there are no recent turning movement counts available for the study area intersections. Additionally, we have reviewed the crash data and no high crash locations are within the study area.

Sewall will perform a desktop screening of environmental conditions to identify known environmental concerns, as outlined at the kickoff meeting. This desktop screening will rely on readily available information from local, state, and federal agencies. This information is expected to include soils, wetlands and flood elevations, vernal pools, and wildlife. Data collected from the State will include existing mapped topography, rare, threatened and endangered species, and significant wildlife habitats.

The team will review additional data sources including:

- Land use and economic development information
- Other relevant studies or reports identified at the kick-off meeting

2.3. TASK 3 – DATA COLLECTION

As noted, Sewall reviewed MaineDOT's interactive Traffic Map and determined that there are no recent turning movement counts for any study area intersections. Hence, Sewall proposes to count the following key study area intersections:

- Route 1 and Pascal Avenue
- Route 1 and West Street
- Pascal and West Street
- Pascal and Main Street
- Central and Union Street

Generally, the most congested traffic operations in Maine occur during the PM peak hour, when commuter and tourist traffic intersect, so the traffic counts will be performed during this period, from 3- 6 pm. These counts will be conducted in July of 2023 under peak summer conditions to determine existing traffic volumes and travel patterns. Pedestrians and bicyclists will also be recorded during the counts. Sewall also anticipates performing counts during one additional time period, such as the weekday AM or Saturday mid-day period. It is recommended that the 2nd count time period be discussed and determined at the kick-off meeting based upon municipal input.

A parking study will also be performed under peak summer conditions when demands in Rockport are greatest. This study will utilize aerial photography to inventory the available spots in public /private lots and on-street locations. The inventory will be supplemented by field work to ensure accuracy. Current peak usage will be evaluated during one four-hour analysis period (to be determined at kickoff meeting with municipal input). This will identify the current peak parking demand and existing parking shortages (and any excesses). If existing parking demand is shown to exceed supply, then management methods to control demand, such as employee parking restrictions, time limits or paid parking will be outlined. Additionally, potential options to increase supply will be outlined if demand is found to exceed supply. Future parking demand will be estimated using the most recent Institute of Transportation (ITE) parking data, based upon a summary of projected land use data to be provided by the town.

Sewall reviewed the MaineDOT Map Viewer and there are no high crash locations within the study area. As a result, no formal Road Safety Audit (RSA) is proposed for the study area. However, safety will be considered in all evaluations and recommendations.

It is understood that the Town has concerns with the current speed limit posting on Pascal Avenue. A Speed and Delay study via the test car method will be conducted along the downtown study route (Pascal Avenue from Route 1 through downtown) to determine speeds on Pascal Avenue and also areas of congestion and delay in the downtown. This study will be conducted during two analysis periods to be determined at kickoff meeting based upon Town of Rockport input.

It is anticipated that MaineDOT will have available right-of-way mapping for all state roadways within the study area including Route 90, Pascal Avenue, Main Street, Central Street and Union Street. Existing right-of-way mapping will be essential to the conceptual design (to minimize impacts) and evaluating costs. West Street is a town way so formal right-of-way mapping is not expected for this segment.

Field reviews will be conducted of the study roadways/routes and existing sidewalks to identify existing deficiencies, such as ADA ramps, as well as design constraints for corrections. Special attention will be paid to existing historical or aesthetic features to be protected. Town staff are invited to participate in some or all of the field review to provide municipal input and history. Opportunities for access management improvements such as reductions in curb cuts will also be identified during the field reviews.

2.4. TASK 4 – EXISTING CONDITIONS ANALYSIS

Sewall will compile historical traffic data for the study area to determine recent short-term and long-term growth rates within the study area. Projected traffic growth rate information from the statewide model will also be provided by MaineDOT. This will be performed prior to the kick-off meeting so that growth rates can be discussed.

Sewall will perform capacity analysis for the study area intersections utilizing Synchro/SimTraffic to evaluate operations under peak summer conditions. Options for improvement will be identified for any identified capacity constraints.

While there are no high crash locations within the study area, Sewall will evaluate accident data for all of the study roadways and intersections to determine if there are any locations nearing the high crash criteria (high number of crashes or critical rate factor approaching one). Additional data and collision diagrams will be obtained and evaluated for any locations identified. The evaluations will determine if there are any accident patterns or trends that may indicate any correctable safety deficiency, which would be further evaluated or tagged for potential improvement.

The results of the field review process, along with municipal and public input from the 1st public meeting, will be utilized to identify the existing gaps in the transportation network impacting pedestrians, bicyclists, vehicles, busses, and the disabled.

A summary memorandum will be prepared at the conclusion of this task to document the data collection and existing conditions analysis. The memo will include the deficiencies identified in the field such as ADA compliance issues, as well as the analysis results including parking and mobility concerns. A Study Team meeting will be scheduled to review the summary memorandum and preliminary findings as well as potential improvements and alternatives to be evaluated in the study.

2.5. TASK 5 – FUTURE CONDITIONS ANALYSIS

Based upon the determined traffic growth rates, with consideration of any planned developments and MaineDOT forecasts, future 2045 traffic volumes will be projected for the study area intersections. Future traffic operations will be projected utilizing Synchro/SimTraffic. If future mobility concerns (level of service or queuing) are identified, options for improvements will be outlined. These options may include additional turning lanes, access management actions, lane use changes and traffic signal modifications.

A Study Team meeting will be scheduled at the conclusion of this task to discuss the future mobility concerns identified by the analysis, the potential improvement options recommended by the Sewall team and any additional alternatives the Study Team deems to need consideration.

2.6. TASK 6 – PRELIMINARY RECOMMENDATIONS

The Sewall Team will develop recommendations to best meet the transportation needs of all users in the study area. A "complete streets" approach will be emphasized to improve mobility for all users. The preliminary recommendations will consider the desktop environmental review, aesthetic and historical features, and regulatory permitting considerations. Renderings of the recommended roadway cross-sections will be developed by Viewshed. Conceptual plans for the improvement options will be developed on aerial photography to visually show the improvement areas and planned connectivity, including sidewalks, crosswalks, and bike lanes. Measures of effectiveness will be defined to compare safety and mobility benefits, costs, implementation efforts and satisfaction of purpose and need.

Cost estimates will be developed from the conceptual plans, including planning, design and construction costs as well as potential right-of-way costs (assuming MaineDOT is able to provide right-of-way mapping for state facilities in study area).

Based upon the priorities of the community, safety considerations, costs, and ease of implementation, a plan for phasing of the improvements will developed.

Lastly, a draft report will be prepared outlining and documenting:

- the purpose and need
- data collection process
- existing conditions analysis
- future conditions analysis
- recommendations with regulatory and permitting concerns
- alternatives considered
- phasing recommendations
- concept plans and cost estimates
- public process

2.7. TASK 7 – PUBLIC AND AGENCY FEEDBACK

Two public meetings are proposed to solicit public input. The first is recommended after some initial data collection has been completed to solicit areas of concern and existing deficiencies from the public. The second will be after the preliminary recommendations have been developed to obtain public feedback prior to the development of the final recommendations and draft report.

Additionally, Viewshed will develop a project website to introduce the study to the public and an accompanying survey to solicit feedback on deficiencies and community needs. This method has been highly successful in multiple projects including in South Portland, where over 550 responses were obtained during a beach master planning effort, and in Bath where nearly 300 responses were gathered during a downtown intersection redesign. By creating an online presence for the study, our team will be able to cast a wider net in the community and involve stakeholders who might have otherwise been unable to attend traditional public meetings.

In addition to the public meetings and online engagement, the Sewall team will meet up to seven times (in addition to the kickoff meeting) with the Study Team, which will include Rockport and MaineDOT staff. In order to minimize travel, preserve resources for the study, and to provide for greatest attendance, we recommend four of the meetings be virtual. The remaining three meetings (as well as the kickoff meeting) will be in person meetings.

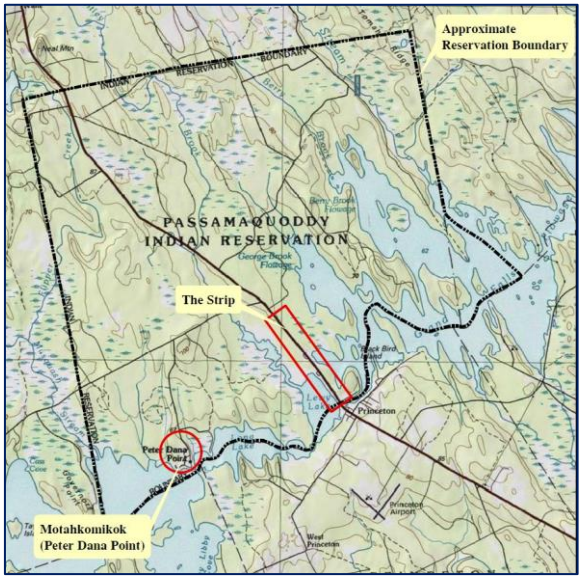
2.8. TASK 8 – FINAL REPORT

After input from the study team, the draft report outlined under task 2.6 will be revised accordingly and finalized. The final report will contain all the applicable data, analysis results, renderings, concept plans and technical appendixes.

3. PRIOR EXPERIENCE

Long Range Transportation Planning – Passamaquoddy Tribe Pleasant Point & Indian Township, Maine

Sewall worked collaboratively with the Passamaquoddy Tribes in both Pleasant Point and Indian Township to develop 20-year long range transportation plans (LRTP) and continues to work with the Tribes to provide regular updates and revisions. The plans include strategic goals, reviews of the existing transportation systems (roads, bicycle/pedestrians, trails, waterways, transit, etc.), transportation needs analysis, safety analysis, and identification of strategies and recommendations for needed transportation improvement projects.

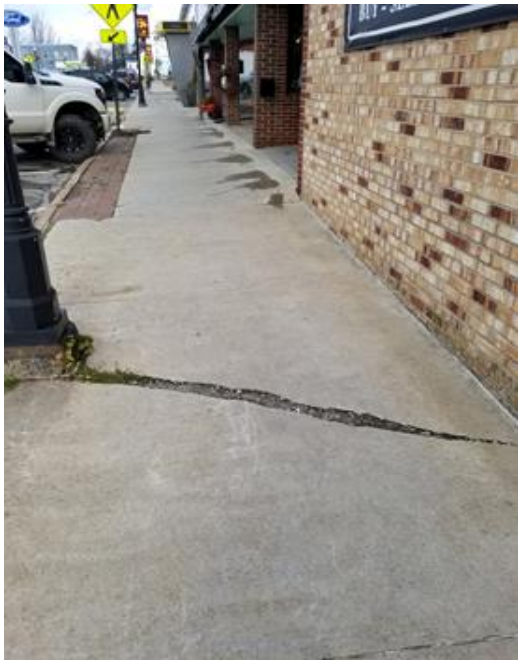


Sewall prepared a conditions analysis of the Tribe's existing roadway infrastructure and, coupled with addressing safety deficiencies, developed a prioritized list of transportation improvements in both the short and long-term. These improvements included maintenance issues and solutions.

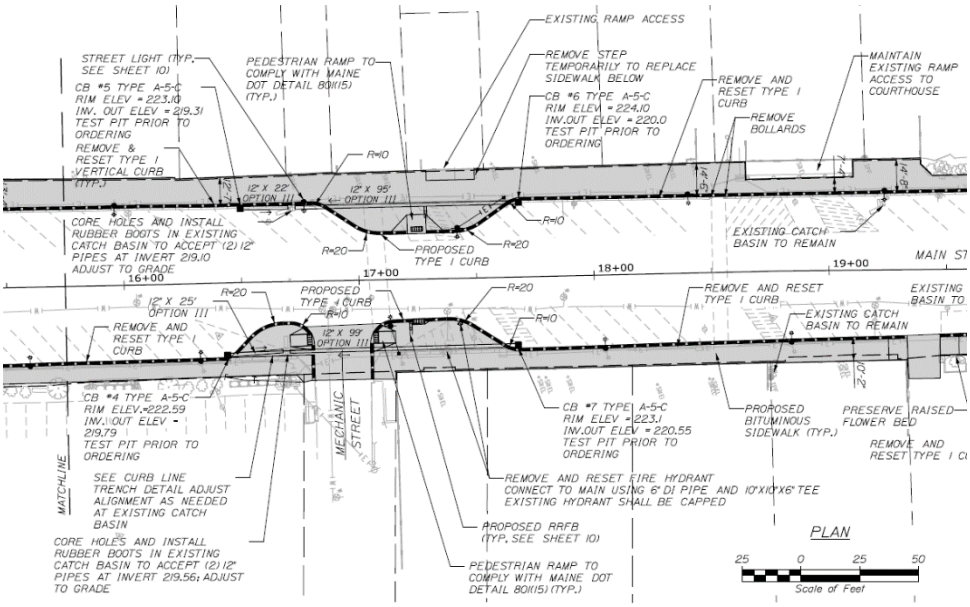
Sewall worked closely with the Tribe's stakeholders, Maine Department of Transportation, Federal Highway Administration, and the Bureau of Indian Affairs to complete the LRTPs.

Main Street Sidewalk Improvements
Lincoln, Maine

Sewall was selected by MaineDOT to design ADA compliant sidewalk along Main Street within the Lincoln downtown. The sidewalk is currently in extremely poor condition making foot travel difficult to access local businesses. Services provided by Sewall included preliminary and final design, facilitation of the Public Hearing, creating an engineer's estimate and facilitating the bidding and RFI process. Sewall worked closely with the DOT and Town staff to design a pedestrian facility that is ADA compliant within the constraints of the existing roadway and building sills at the back of sidewalk. A key component of the safety improvements was to add "bump outs" at locations where crosswalks cross Main Street. A unique design was incorporated to allow water to flow along the existing curb line allowing only minor modifications to the drainage system. Construction documents and specifications are expected to bid in May of 2023 and the project is scheduled for construction shortly after.



Existing Sidewalk Conditions



Proposed Bump Out Design

Two-Way Feasibility Study for Downtown Augusta
City of Augusta, Maine

Study Performed from 2017-2018

This study inventoried existing pedestrian facilities and parking supply, reviewed all downtown accidents and determined existing levels of service at all primary intersections in downtown Augusta. The study evaluated the impact on level of service, truck turning movements and parking supply if Water Street and Commercial Streets were converted to two-way traffic flow and identified locations where ADA improvements would be necessary. The study determined that similar operations would be provided on Water Street under two-way flow with a minor parking loss. It was determined that Commercial Street should remain one-way to preserve downtown parking supply. The study concluded with a concept design and preliminary costs estimates for the conversion. Two-way traffic has been restored on Water Street in downtown Augusta as a result of the feasibility study.

VIEWSHED | URBAN DESIGN

We believe high quality urban design adds economic and social value to our communities. In our design approach, we consider the programmatic range of each space, the balance between hardscape and planting, and the relationship between buildings and the public realm. We pay attention to the quality, experience, and the inclusive nature of public spaces. Our work is represented in communities of all sizes. We are experienced in concept design and construction documentation for projects including streetscape design, courtyards, city squares, and village planning. Some examples of our work include:

- Elm and Front Street, *Bath*
- Capital Judicial Center, *Augusta, ME*
- Loring House, *Portland, ME*
- Boothby Square, *Portland, ME*
- Public Landing, *Camden, ME*
- West Side Village, *Bangor, ME*
- Spring Street, *Portland, ME*
- Libby Town, *Portland, ME*
- West Commercial Street, *Portland, ME*
- Hudson Landing, *Kingston NY*
- Downtown Greenville Master Plan, *Greenville, ME*

Capital Judicial Center, Augusta

Downtown Masterplan, Greenville

Streetscape Design, Bath

Loring House Courtyard, Portland

VIEWSHED | TRANSPORTATION

One of the most important public spaces in both urban and rural communities are the streetscapes and transportation corridors. We believe these spaces should serve all modes of transportation, including pedestrian and bicycle networks. VIEWSHED has a rich history of work in transportation corridor planning, streetscape design, trail planning, and urban design. Our clients have included regional planning authorities, municipalities, and MaineDOT.

Work Experience

- Main Street Streetscape Design, *Yarmouth ME*
- Portland Roundabout (Deering/Falmouth/Brighton), *Portland, ME*
- Libbytown Traffic Circulation and Streetscape Plan, *Portland, ME*
- Martins Point Bridge, *Falmouth, ME*
- Spring Street Vision Plan, *Portland, ME*
- Route One, *Falmouth, ME*
- Route One Intersection Haigis Parkway, *Scarborough, ME*
- Route One Corridor Study, *Rockport & Rockland, ME*
- West Side Village and Main Street Redesign, *Bangor, ME*
- Route 302 Corridor Plan, *Raymond & North Windham, ME*
- Stevens Avenue Pedestrian Study, *Portland, ME*
- Lisbon Street Corridor and Gateways, *Lewiston, ME*
- Alternative Transportation Corridor, *Lincolnville, ME*

MaineDOT Work Experience

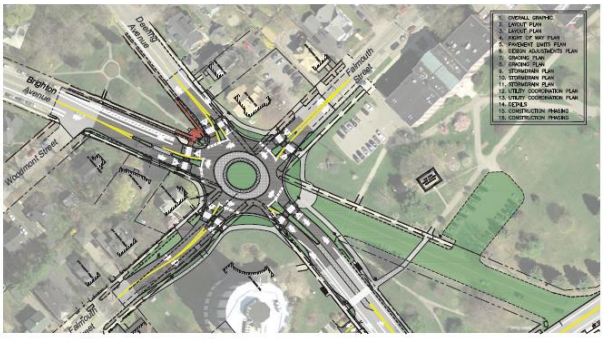
- Camden Route One Photosimulations
- Kennebec Claudiere Heritage Corridor & Hallowell Turnout
- Wiscasset Bypass Photosimulations
- Route 27 Scenic Byway Corridor Management Plan

MaineDOT Prequalified Consultants for

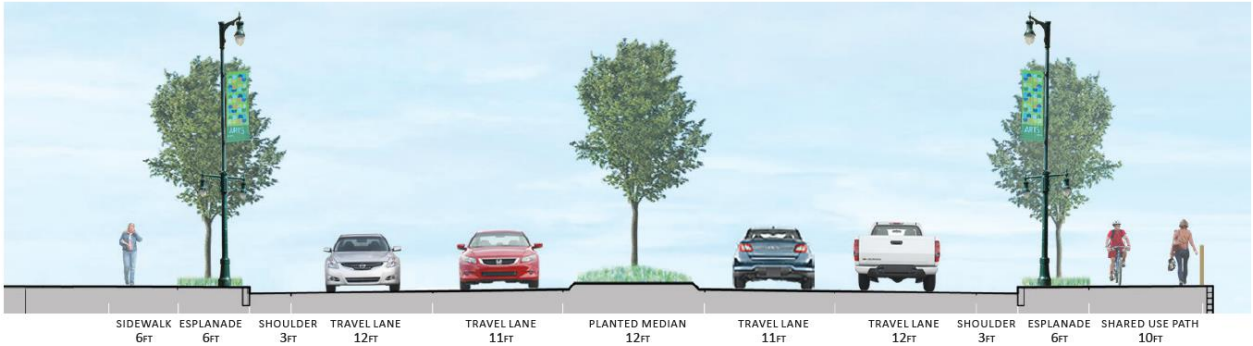
- Bicycle & Pedestrian Operations Development (106.50)
- Pedestrian/Bicycle Facilities Design (209.10)
- Landscape Architect Project Management Interpretive Planning (806.00)

Route One Streetscape, Falmouth

Spring Street, Portland



Portland Roundabout, Portland



West Side Village and Main Street Redesign, Bangor

4. REFERENCES

Below, the Sewall/Viewshed Team presents references for projects similar to the Municipality of Rockport's needs.

Name	Client	Project	Address	Telephone
Dana Altvater	Passamaquoddy Tribe	Long Range Transportation Planning	PO Box 301 9 Kennebasis Road Princeton, ME 04668	(207) 796-2301
Rick Bronson	Town of Lincoln	Main Street Sidewalks	29 Main Street Lincoln, ME 04457	(207) 794-3372
Keith Luke	City of Augusta	Two-Way Feasibility Study for Downtown	16 Cony Street Augusta, ME 04330	(207) 626-2336
Marc Meyers	City of Bath	Downtown Streetscape Design (Viewshed)	55 Front Street Bath, ME 04530	(207) 443-8330
Kelsey Robertson	City of South Portland	South Portland Open Space Strategic Plan (Viewshed)	25 Cottage Road South Portland, ME	(207) 767-7648

5. SCHEDULE

The Sewall team's proposed study schedule is presented below. The schedule is driven by the need to perform the traffic and parking data collection under peak summer conditions.

Task	Begin	Complete
Data Collection	March 1, 2023	July 30, 2023
Existing Conditions Analysis	April 15, 2023	September 30, 2023
Future Conditions Analysis	September 15, 2023	October 31, 2023
Preliminary Recommendations	November 1, 2023	January 31, 2024
Draft Final Report	January 15, 2024	March 15, 2024
Final Report	March 15, 2024	April 15, 2024

The following meeting schedule is suggested to be most effective based upon the above study schedule. Adjustments to accommodate the needs of the study or town of Rockport can be made as the study progresses.

Proposed Meetings	Proposed Timeframe
Kickoff	Mid-Late March
Study Team	Late April
1st Public Meeting	Mid-May
Study Team	Mid-June
Study Team	Early August
Study Team	Mid-October
Study Team	Late November
2nd Public Meeting	January, 2024
Study Team	Late- January
Study Team	Mid- March

The above schedules assume timely responses from the town and state regarding to information requests and scheduling of study team meetings.

6. SIGNATURE PAGE

James W. Sewall Company presents the required language on its signature page, below.

By submitting to this RFP, I certify to the best of my knowledge and belief that the organization, its principals, and any subconsultants named in this proposal:

a. Are not debarred, suspended, proposed for debarment, and declared ineligible or voluntarily excluded from bidding or working on contracts issued by any governmental agency.

b. Have not within three (3) years of submitting the proposal for this contract been convicted of or had a civil judgment rendered against them for:

   i. fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a federal, state or local government transaction or contract.

   ii. violating federal or state antitrust statutes or committing embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

   iii. are not currently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state or local) with commission of any of the offenses enumerated in paragraph (b) of this certification; and

   iv. have not within a three (3) year period preceding this proposal had one or more federal, state or local government transactions terminated for cause or default."

I certify that all of the information in this technical proposal is true and accurate.

Sincerely,
JAMES W. SEWALL COMPANY

Brett Hart, PE—*Sr. Vice President Engineering*

APPENDIX - RESUMES

Diane W. Morabito, PE, PTOE

Vice President of Traffic Engineering

As Vice President of Traffic Engineering, Ms. Morabito leads the Traffic Engineering division of Sewall. Diane has over forty years' experience as a Transportation Engineer in Maine. She has performed hundreds of Traffic Impact Studies for both local and state permitting of development projects. Through this work she is extremely well versed in traffic analysis. Additionally, she has provided peer review services to numerous Maine municipalities that are without in-house traffic engineering staff. She holds the MaineDOT LPA certification as well as IMSA certifications. Diane also provides design services for roadway and intersection improvements, including traffic signal installations and modifications. Rounding out her transportation background, she has been involved in numerous pedestrian and bicycle facility development projects. She also has substantial experience in developing temporary traffic control plans for complicated construction and utility projects in high traffic volume areas.

EDUCATION

- MS, Civil Engineering, University of Massachusetts, Amherst
- BS, Civil Engineering, University of Massachusetts, Amherst
- Short Courses, Federal Highway Administration in Transportation Engineering

LICENSES & CERTIFICATIONS

- Professional Engineer (Maine, No. 5077)
- Professional Engineer (New Hampshire, No. 9585)
- Professional Traffic Operations Engineer (Transportation Professional Certification Board, Inc., No. 571)
- International Municipal Signal Association (IMSA) Certifications:
    - Work Zone Temporary Traffic Control Technician
    - Traffic Signal Technician (Level I)
    - Traffic Signal Design/Engineering Technician (Level II)
    - Traffic Signal Construction Technician (Level II)
    - Traffic Signal Field Technician (Level II)

PROFESSIONAL ASSOCIATIONS

- Transportation Professional Certification Board, Inc. (Immediate Past Chair)
- New England Section of the Institute of Transportation Engineers (Past President)
- Maine Chapter of the Institute of Transportation Engineers (Past President)
- Tau Beta Pi, National Engineering Society

AWARDS

- 2004 William P. McNamara Distinguished Service Award - New England Section of the Institute of Transportation Engineers

RELEVANT EXPERIENCE

2019 – Present, James W. Sewall Company

Vice President of Traffic Engineering

As Vice President of Traffic Engineering, Ms. Morabito is responsible for the technical and administrative management of the firm's traffic engineering projects. Ms. Morabito oversees all aspects of Sewall's traffic and transportation engineering projects, including impact analysis, system design, project development and modifications, traffic control planning, client relations, and business development, as well as traffic engineering staff.

Traffic Signal Design Services – Design of Traffic Signal Modifications for eight (8) intersections in Gardiner, Randolph, China and Belfast for MaineDOT BUILD Grant Traffic Signal Modernization Project.

Traffic Permitting Services – Statewide (ME). Provided permitting services for the following projects:

- International Cold Storage Facility – Portland
- Nordic Aquafarms – Belfast
- Multiple New Residential Developments in Brunswick Landing – Brunswick
- New Healthcare Facility in Palmyra
- New Middle School in South Portland
- New Apartment Complexes in Biddeford and Lewiston

Temporary Traffic Control Plans –Statewide (ME). Designed temporary traffic control plans for numerous intersections for:

- Gas pipeline installations - Orono and Hampden
- Utility Line Install across Maine Turnpike in South Portland
- Hampden I-95 Bridge Replacements
- Waterline Replacement at Portsmouth Naval Shipyard
- Somesville traffic modelling for TTCP for Kleinfelder – MaineDOT Bridge Replacement

Traffic Engineering Services

- Oakland, ME School Campus – On-site Traffic Flow and Circulation Improvement Study
- Site Location Study – New Parking Garage for Portsmouth Naval Shipyard in Kittery
- Site Location Studies – New Elementary School for MSAD # 51

Traffic Review Services – Provided peer traffic review services to the City of Saco and Town of Brunswick.

2006 – 2018, Maine Traffic Resources

Founder and President

As President, Ms. Morabito was responsible for the technical and administrative management of the firm's projects, including traffic impact analysis and traffic signal design. While leading Maine Traffic Resources, she completed traffic signal designs for new installations and modifications of existing signals. She has performed traffic permitting for hundreds of development projects including Hannaford grocery stores, new public schools and Poland Spring

facilities, and performed design work for the required associated mitigation. Ms. Morabito also prepared temporary traffic control plans for major construction and utility installation projects. Lastly, she performed traffic and review services for several Maine municipalities that were without in-house traffic engineering staff.

Traffic Signal Design Services - Portland, Augusta, Oxford, Sanford, Somesville and Falmouth, ME. Provided signal design for new installations and modifications at intersections within these communities. The Somesville Traffic signal design replacement was a team effort with Kleinfelder for MaineDOT.

Traffic Permitting Services – Statewide (ME). Provided permitting services for the following projects:

- Hannaford Supermarkets (Augusta at Cony Circle, Gray and Mechanic Falls)
- Wing Farm Business Park - Bath/West Bath
- The Highlands and Highland Green - Topsham
- New Schools (Brewer, Farmington, Falmouth, Ellsworth, Portland, Camden, Newport and Bath)
- Factory Island and Pepperell Mill Redevelopment Projects (Saco and Biddeford)
- St. Joseph's College (Standish)
- Poland Spring Plants and Spring Sources (Various Maine Locations)

Temporary Traffic Control Plans –Statewide (ME). Designed temporary traffic control plans for numerous intersections for:

- Gas pipeline installations (throughout central and southern Maine)
- Utility construction/renovation projects (Portland and Newcastle)
- Multiple Bridge construction projects (statewide Maine)

Downtown Two-Way Study - Augusta, ME. Performed traffic analysis and conceptual design to determine the feasibility of converting Water Street in downtown to two-way traffic flow.

Traffic Engineering Services –Kittery, Damariscotta, Dixfield, Bath and Standish, ME. Provided traffic engineering services for sidewalk and/or bikeway projects in the aforementioned communities on behalf of Wright-Pierce Engineers.

Traffic Review Services –Kennebunk, Gorham, Belfast, Windham, Saco, Rockland and Brunswick, ME. Provided peer traffic review services traffic projects in the aforementioned municipalities.

1986 – 2006, Casey & Godfrey Engineers

Founding Partner

As Majority Partner, Ms. Morabito was responsible for the technical and administrative management of the firm's traffic and pavement management projects, including traffic impact studies, traffic signal design and pavement management studies for Maine communities.

1981 – 1986, Maine Department of Transportation

Acting Division Head

Ms. Morabito began her career at MaineDOT in highway design. She then worked in the Pavement Management Division, completing her MaineDOT employment as acting division head in the Planning Office.

Brett Hart, PE

Senior Vice President of Engineering

Brett Hart joined Sewall in 1999 and brings to Sewall over 20 years' experience in site development and permitting, roadway and intersection design, surveying, and construction administration. He works with private developers, municipalities, and regulatory agencies to ensure successful completion to client endeavors. He has successfully managed numerous projects throughout New England including master plan development, site design, roadway/utility design, state and local permitting, and transportation planning.

EDUCATION

- B.S., Bio-Resource Engineering Technology, University of Maine
- Traffic and Transportation Engineering Seminar, Northwestern University

PROFESSIONAL AFFILIATIONS & LICENSES

- Licensed Professional Engineer, Maine #10658, Vermont #122931, Georgia PE041988
- Former Treasurer, American Council of Engineering Companies (ACEC) of Maine

RELEVANT EXPERIENCE

Passamaquoddy Tribes in Indian Township and Pleasant Point, Maine. Roadway design for the construction or reconstruction of over ten separate residential roads in Pleasant Point and Indian Township, Maine. Projects included extensive underdrain and stormwater collection systems and full depth roadway reconstruction. Review required by Bureau of Indian Affairs and the Federal Highway Administration.

Town of Lincoln, Maine. Project Coordinator for the design of the widening of US Route 2 (West Broadway). The roadway project was a Business Partnership Initiative (BPI) administered by the Town and coordinated with the Maine Department of Transportation. The project includes roadway widening to accommodate a continuous two-way left turn lane and extensive drainage improvements along this one mile section of highway. Review required by the Town of Lincoln and the Maine Department of Transportation.

Wal-Mart, Offsite Mitigation Along Stillwater Avenue for WalMart, Bangor, Maine. Responsible for design oversight of offsite mitigation improvements for approximately 1.1 miles of Stillwater Avenue and Hogan Road. Project included roadway widening, box culvert installation, signalization, underdrain system, utility relocation, and Right of Way acquisition. Review required by the City of Bangor and the Maine Department of Transportation.

Route 201 (Maine Avenue) Reconstruction, Farmingdale, Maine. Quality Assurance Engineer for 1.5 mile reconstruction of Route 201 Design Build Project for MaineDOT. Project included modifications to existing horizontal and vertical alignments, drainage improvements including large box culverts, retaining walls, and new curb and sidewalk.

Union Street – Downtown Revitalization, Calais, Maine. Site and road reconstruction design for a downtown revitalization museum and community center in conjunction with Lewis & Malm Architecture. Project included site layout, upgrading the stormwater collection system, and road reconstruction for approximately 1,000 feet of Union Street. Review required by the City of Calais and the Maine Department of Transportation.

Traffic Movement Permits. Responsible for numerous Maine Department of Transportation traffic movement permit application sections 1 through 6 and section 7 for projects located throughout the State of Maine.

Traffic Impact Analysis. Performed numerous traffic impact analyses per municipal ordinance requirements for development projects located throughout the State of Maine.

University of Maine, Orono, Maine. Design of a shared use recreational trail connecting several of the University's athletic facilities, including Alfond Arena, Morse Field, Mahaney Diamond, and Kessock Field. This was a Locally Administered Project (LAP) through the Maine Department of Transportation (MaineDOT) and was designed in coordination with TJD&A Landscape Architects.

Millinocket Stream Bike Path, Millinocket, Maine. Design of a 1.6 mile multi-use recreational trail adjacent to Millinocket Stream and connecting two schools, athletic facilities, and residential neighborhoods. This was Locally Administered Project (LAP) through the Maine Department of Transportation (MaineDOT).

Pleasant Point Passamaquoddy Tribe, Perry, Maine. Design of a 2.0-mile shared use bicycle/pedestrian path along an abandoned Maine Central Railroad Line. Review and approval was required by Maine Department of Transportation and the Bureau of Indian Affairs.

Togus VA Parking Lot Expansion, Chelsea, Maine. Project Manager for the design of a significant parking expansion at the Togus VA Hospital. The project included adding five parking lots for a total of 330 spaces, as well as an air emergency landing facility for Life Flight helicopters. Engineering services included topographic survey, parking lot layout, stormwater design and treatment, site lighting, and modification to the facility's Site Location of Development Permit through DEP.

Pleasant Point Passamaquoddy Tribe, Perry, Maine. Design of a new residential subdivision including a 0.7-mile long road, sewer and water infrastructure, and site layout of 28 housing units. Review required by Bureau of Indian Affairs, Indian Health Services, USDA Rural Development, and the Federal Highway Administration.

Pleasant Point Passamaquoddy Tribe, Perry, Maine. Development of a 20-year Long Range Transportation Plan for the Passamaquoddy Tribe utilizing Federal Highway Administration guidelines. Review required by the Bureau of Indian Affairs.

Lynn Frazier, PE, PTOE

Director of Business Development / Senior Transportation Engineer

Lynn Frazier is a Certified Professional Traffic Operations Engineer who is currently licensed in eight states: Maine, New Hampshire, Massachusetts, Rhode Island, Michigan, Wisconsin, Florida and Georgia. She has 16 years' experience in intersection and roadway operational analysis using Synchro/Sim Traffic, HCS and VISSIM, roadway design, striping, signing, and safety analysis. Her areas of specialization include traffic signal phasing and timing, traffic impact evaluation, roadway and intersection design and 3D traffic modeling. Lynn also has experience with specifications, drafting, project and utility coordination, estimates and scheduling. Previously, Lynn served as the New England Regional Traffic Group Manager at The Louis Berger Group, Inc., and as a transportation engineer at HNTB.

EDUCATION

- BS, Civil Engineering, University of Maine

PROFESSIONAL AFFILIATIONS & LICENSES

- Certified Professional Traffic Operations Engineer (PTOE; nationwide) #3416
- Professional Engineer (PE) in Maine #12496; New Hampshire #14125; Massachusetts #50703; Rhode Island #11036; Wisconsin #46961-6; Florida #85844; Georgia #039575; and Michigan #6201070011
- Traffic Signal Construction Technician Level II, IMSA, #BC_112118

PROFESSIONAL ASSOCIATIONS

- American Society of Civil Engineers (ASCE), President for Maine State Board 2016 – Responsible for the release of the Maine Infrastructure Report Card
- American Society of Civil Engineers (ASCE), Treasurer for Maine Section
- Women in Transportation Seminar (WTS), Affiliate Member
- Institute of Transportation Engineers (ITE), Member

AWARDS

- Maine ASCE Young Civil Engineer of the Year, 2016
- Maine ASCE President's Award Recipient, 2013
- Maine ASCE Citizen Engineer of the Year, 2011

RELEVANT EXPERIENCE

2018 – Present, James W. Sewall Company

Director of Business Development/Senior Transportation Engineer

Responsible for overseeing company-wide business development; providing traffic analysis and simulations; signal design; project management; writing reports; construction sequencing and traffic control creation; QA/QC; signing and pavement marking design; writing specification; estimating; and assisting with roadway design.

Town of Lincoln, ME, Main Street Sidewalk. Sewall is responsible for the MaineDOT and Town portions of the rehabilitative design of the downtown sidewalks. To accommodate ADA requirements the roadway cross slopes and profile will be adjusted, bump outs at crosswalks are necessary and a reduction in the number of crosswalks is being implemented. Lynn is the project manager and lead designer on this transformative project.

Town of Hampden, ME, Route 1A- Western Intersection. Sewall is working with the Town of Hampden to modernize the existing span wire mounted traffic signal to a mast arm configuration. The signal control will follow the recently released Advanced Transportation Controller model (ATC) with overhead (video or radar) detection. Lynn is the project manager and lead designer on the project. The Town has recently requested that a roadway widening effort be added to the project which Lynn will also be designing.

2019: MaineDOT, Build Grant for Statewide Signal Design, Maine. Project Engineer. The Maine Department of Transportation (MaineDOT) is currently upgrading over 100 signals statewide to improve operations, add flashing yellow signals, upgrade signal heads and upgrade controllers and cabinets to recently released ATCC standards. Lynn is currently working on design of eight (8) of the signals in the Towns of Belfast, China, Gardiner and Randolph.

2019: Cianbro, Hampden Bridge Bundle Design-Build, Hampden, Maine. Project Manager. The Maine Department of Transportation (MaineDOT) is currently accepting tender proposals from Contractors. Sewall has joined the Cianbro team to provide traffic control planning services for the construction of the four (4) bridges on I-95.

2019: Regional School Unit 18, Safety and Mobility Study, Oakland, Maine. Project Engineer. The Sewall team reviewed, analyzed and recommended upgrades based on current pedestrian and vehicular operations. The high school, middle school and elementary school are located on a single campus and accessed by multiple driveways and a one-way gated connector road. Sewall evaluated crosswalk and sidewalk conditions, points of entry and conflict and bus turning movements. Parent drop off areas and direct pedestrian connection points were of specific concern.

2019: Portsmouth Naval Shipyard Parking Garage Assessments, Kittery, Maine. Project Engineer. This study evaluated three alternative parking garage locations in Kittery to provide for base parking needs for site selection purposes. All locations were reviewed in regard to site access and operations. Off-site intersections in proximity to the three sites were reviewed for their ability to accommodate the high peak hour traffic flows in terms of level of service. Accident reviews were performed to determine high crash locations and likely associated mitigation requirements. Pedestrian amenities were also reviewed for the two sites within walking distance of PNS to determine upgrade needs.

2012 – 2018, The Louis Berger Group, Inc., Yarmouth, ME

New England Regional Traffic Group Manager

Responsibilities included personnel and project management, traffic analysis and simulations, signal design, report writing, QC/QA reviews, construction sequencing and traffic control creation, signing and pavement marking design, writing of specifications, compilation of quantities and estimates, and assisting with roadway design. Projects included:

MaineDOT, Route 25 & Libby Avenue Signal Design, Gorham, Maine. Project Manager. The Maine Department of Transportation (MaineDOT) is proposing a new signal at this currently stop controlled intersection. The design has passed the PPS&E submittal stage and we are working towards final design. Based on the traffic operations and analysis report it was found that left turning traffic from Route 25 onto Libby Avenue may cause excessive queueing in future years. In order to combat this a shoulder widening was added to allow through traffic to progress around waiting vehicles. Mast arms were placed in a way that will accommodate future left turn lanes without increasing ROW taking.

SMRT Inc, Maine Correctional Center, Windham, ME. Traffic engineer. Served as the primary engineer and project coordinator for the traffic impact study stage of expansion and/or relocation planning. The proposed expansion and relocation options analyzed intended to increase capacity at the site from 654 inmates to 1,531 inmates. Traffic forecasting, analysis, mitigation recommendations, scoping meetings and mitigation recommendations were proposed within the full study.

New Hampshire Department of Transportation (NHDOT), Route 101 Widening and Reconstruction, Bedford, New Hampshire. Traffic Design Lead. Traffic analysis and design components for the reconstruction and widening of the 2-mile segment from Wallace Rd to the Route 101/114 intersection. Primary responsibilities included Synchro/SimTraffic modeling of the existing corridor and the proposed roadway with improvements, documenting the findings in a traffic study, proposing and implementing design changes where required and final traffic signal, signing and striping design.

Rhode Island Airport Corporation, Adaptive Signal System Design, Warwick, Rhode Island. Traffic Engineer. Led a team consisting of representatives from the Airport Corporation, Rhode Island Department of Transportation and Federal Highway. Assisted with the grant application process and received funding for over $900,000. Worked with the diverse team of professionals to create a request for proposals and choose a qualified vendor. Created a design set and accelerated the schedule to allow the option of using a general contractor already on site. Construction was successful and Lynn served as the Resident Engineer on site. Lynn is currently producing bi-annual reports to FHWA to assess the system per the validation and verification plan.

PREVIOUS EXPERIENCE

2006 – 2012, HNTB, Westbrook, ME

Transportation Engineer

Responsibilities at HNTB included traffic analysis and simulations, report writing, QC/QA reviews, signing and pavement marking design, compilation of quantities and estimates, roadway design and open road tolling design.

Janine S. Murchison, PE

Project Manager

Ms. Murchison joined James W. Sewall Company in 2007 and has over 30 years of experience in the civil engineering field. Ms. Murchison has managed, designed, and monitored construction activities on a wide variety of projects including roadway, storm drain, water, and sewer systems. She also has practical experience with downtown revitalizations, airport improvements, pedestrian trails, landfill closures, boat landings, parking lots, site design, environmental permitting, and all aspects of construction services.

EDUCATION

- M.S., Business, Husson College, Caribou, Maine
- B.S., Civil Engineering, University of Maine

PROFESSIONAL AFFILIATIONS & LICENSES

- Professional Engineer (PE) in Maine; Washington; Idaho; Virginia; Nebraska; Minnesota
- MaineDOT LPA Certified

COMMUNITY SERVICE

Trustee, Caribou Utilities District (20+ years)
Volunteer, Caribou Riverfront Renaissance Committee (1 year)
Member, Wind Power Advisory Committee, NMCC, Presque Isle (10 years)

RELEVANT EXPERIENCE

Passamaquoddy Tribe Pit Trail, Phase I, Indian Township, Maine: Provided construction administration and inspection services for first phase of the gravel and stone dust trail system; this portion of the trail was approximately 4,760 feet long along the easterly end of Grand Lake Stream Road and across Route 1 into a wooded area that connected to an existing trail; project included dynamic trail crossing warning signs at Route 1 and a 70-foot long pedestrian bridge across Huntley Brook.

Downtown Pedestrian Improvements, Presque Isle, Maine: Managed and prepared design drawings and specifications for pedestrian improvements to existing and proposed sidewalks within the block bound by State Street, Main Street, Chapman Street, and Riverside Drive. Areas of improvement include two 'mid-block' railroad track crossings for access between the downtown and Riverside Parking Lot; new crosswalk and sidewalk improvements on State Street near Wintergreen Arts Center; a new sidewalk/crosswalk across Riverside Parking Lot for access between the downtown and Riverside Park; and various lighting improvements. This project was funded, in part, by CDBG.

Downtown Master Plan, Presque Isle, Maine: Managed and prepared a 20-year master plan, with 5-year implementation strategies for the downtown's focus area. Conducted a downtown workshop to discuss strategies and priorities; managed land use analysis, branding recommendations, funding option recommendations, and conceptual designs; prepared transportation and parking analysis; updated goals, strategies, and action plans and

broke information down based on the four-point approach for downtown development: organization, economic restructuring, design, and promotion. Presented the final report and design concepts at separate meetings with the downtown committee, the city council, and the planning board. Coordinated the efforts of the city and the downtown committee as well as the landscape architect and urban planner team members.

Prior to joining James W. Sewall Company, Ms. Murchison worked on numerous projects, several of which are outlined below:

Caribou Downtown Revitalization Project, Phases I and II; Maine: Completed site survey and managed Design Charrette for conceptual site and façade design master planning. Managed and assisted with the preliminary and final designs of the Sweden Street portion of the project (Phase I). Improvements included installation of sidewalk trees, historic lighting, and the removal and reuse of existing concrete sidewalk pavers. Also managed and completed the preliminary and final designs of the Downtown Mall portion of the project (Phase II). Design included the removal of a 26' x 280' mall canopy and associated concrete sidewalks. Improvements included installation of concrete sidewalk pavers, trees, historic lighting, and decorative pole banners. The project also included electrical coordination with Maine Public Service for the removal of an underground transformer and the subsequent replacement with an above-ground transformer, serving 32 businesses. Provided construction monitoring and administrative services for both portions of the project. The projects were funded, in part, by CDBG.

Collins Pond Corridor Project; Caribou, Maine: Designed pedestrian trail around Collins Pond; managed timber/steel pedestrian bridge design as well as landscape and site amenity design; managed construction monitoring and provided construction services. This project dealt with facilitating multiple property owners, wetlands, and MDOT.

Maysville Street Extension and Reconstruction Project; Presque Isle, Maine: Assisted with the preparation of a Site Location application; designed roadway, sidewalk, storm drain and sewer collection systems; managed concrete bridge, landscape, traffic and lighting design; managed construction monitors and provided construction services for one mile stretch of road adjacent to and in conjunction with the Aroostook Centre Mall. Also coordinated the work between engineering subconsultants, financially interested parties, and MDOT.

Presque Isle Boat Landing; Maine: Designed boat launch on the Aroostook River; project included concrete launch planking, paved parking lot and access road; provided construction monitoring and construction services. Environmental permitting was also completed as required by the Maine DEP and the Maine Department of Inland Fisheries and Wildlife.

Fort Kent Downtown Revitalization Project; Maine: Designed sidewalk and storm drain systems; designed electrical service relocations for each business and building in the project area; managed design of the landscaping, site amenities, and street lighting; and provided construction monitoring and construction services. Worked in conjunction with MDOT as they were simultaneously designing the roadway reconstruction portion of the project.

Houlton Downtown Revitalization Projects, Phases I and II; Maine: Designed roadway, sidewalk, and storm drain systems; managed design of the landscaping, site amenities, and street lighting; and provided construction monitoring and construction services. Improvements included full reconstruction of portions of five major streets in the downtown area, installation of bituminous pavement sidewalks with wide brick paver edge accent, sidewalk trees, bollards, and historic lighting. This project was funded, in part, by CDBG.

Presque Isle Downtown Revitalization Projects, Phases I, II, and III; Maine: Designed roadway, sidewalk, and storm drain systems; managed design of the landscaping, site amenities, and street lighting; and provided construction monitoring and construction services. Improvements included installation of concrete sidewalks with narrow brick edge accent, sidewalk trees, and replacing overhead electrical lines with underground lines.

VIEWSHED

Eamonn Hutton

Eamonn Hutton, PLA, has experience ranging from expansive comprehensive planning in urban regions to detailed design and construction documentation for parks, streetscapes, and institutions.

Eamonn is passionate about ecological design and planning. His landscapes feature native plantings and green infrastructure. In his planning projects, Eamonn merges GIS analysis with ecological research to craft data-driven strategies for the restoration and conservation of natural resources.

Pursuing a Master of Landscape Architecture at Harvard clarified his desire to work in the public realm – to provide equitable access to nature, beauty, and respite for all. This instinctive pull toward civic work has evolved over the past 15 years into his portfolio of over 20 park system plans and individual designs.

SELECT EXPERIENCE

Open Space Plan
Bridgton, ME

Parks & Recreation Master Plan + Design
Kennebunkport, ME

Boulevard Crossing Park*
Atlanta Beltline, GA

Bridgeport Parks and Recreation Master Plan+
Bridgeport, CT

Burlington Greenway Rehabilitation*
Burlington, VT

Burlington Parks System Master Plan+
Burlington, VT

Carpentier Park LWCF Master Plan*
Sanford, ME

Chinati Foundation Master Plan+
Marfa, TX

Downtown Andover Placemaking*
Andover, MA

Downtown Bozeman Plan*
Bozeman, MT

Greensboro Parks and Recreation Master Plan*
Greensboro, NC

Hartford Parks Master Plan+
Hartford, CT

High Line Canal Framework Plan*
Denver, CO

+ Denotes work while at Sasaki Associates
** Denotes work while at Agency Landscape + Planning*

PROFESSIONAL AFFILIATION

Licensed Landscape Architect in Maine and Vermont
The American Society of Landscape Architects (ASLA)
National Recreation and Parks Association (NRPA)

EDUCATION

Harvard Graduate School of Design
Master of Landscape Architecture with Distinction

College of the Atlantic
Bachelor of Arts in Human Ecology

EMPLOYMENT

VIEWSHED
Landscape Architect
Yarmouth, ME (2022 - present)

Agency Landscape + Planning
Senior Landscape Architect
Boston, MA (2018 - 2022)

Sasaki Associates
Senior Associate
Boston, MA (2010 - 2018)

ACADEMIC POSITIONS

College of the Atlantic; Visiting Faculty

Harvard Graduate School of Design: Studio and Seminar Teaching Assistant, Studio Juror

Rhode Island School of Design: Adjunct Faculty Visual Collection of Landscape Architectural Drawings. New York: Routledge, 2012

VIEWSHED

STEVE THOMPSON

Steve Thompson, PLA, has experience in regional master planning, public parks, residential site design, resort design, and visual impact assessment. He plays both lead and supportive roles on project teams and is skilled in a variety of production and representation mediums. His favorite projects involve intimate working relationships, designing not only for, but with clients.

Steve's interests span a broad spectrum from visual impact assessments impacting communities and regions, to small scale planting design. He has a passion for telling visual stories, allowing communities, clients, and people to make informed decisions about designs and developments that impact their landscape.

SELECT EXPERIENCE

Route One Corridor Enhancements
Falmouth, ME

Streetscape Improvements
Bath, ME

The Cliff House Resort & Spa
Cape Neddick, ME

Loring House
Portland, ME

Breakwater School
Portland, ME

Simard Payne
Lewiston, ME

Wilson Lake
Wilton, ME

Fish River Lakes Concept Plan Irving Woodlands
Aroostook County, ME

Argonaut Talc Mine
Ludlow, VT

PROFESSIONAL AFFILIATIONS + LICENSURE

Maine Licensed Landscape Architect
The American Society of Landscape Architecture (ASLA)
Remote Pilot's License

EDUCATION

University of Rhode Island
Bachelor of Landscape Architecture, Summa Cum Laude

EMPLOYMENT

VIEWSHED
Landscape Architect
Yarmouth, ME (2013 - present)

Parterre Garden Services
Fine Gardening
Cambridge, MA (2013)

AWARDS

Award for Outstanding Student Project, American Planning Association (2013)

VIEWSHED

TERRENCE J DEWAN

Terry DeWan,PLA, has over 45 years of professional experience in landscape architecture, visual resource assessment, site planning, design guidelines and community development. His experience includes work with communities, state agencies, private developers, utility companies, and the forest products industry in New England. He has written numerous studies on visual impacts, community planning, recreation planning, water access and highway corridor redevelopment.

SELECT EXPERIENCE

Streetscape Master Plan
Yarmouth, ME

Route One Corridor Enhancements
Falmouth, ME

Bayside + North Boyd Street Trail Improvements
Portland, ME.

Downtown Improvement Plan
Harrison, ME

Bethel Pathway
Bethel, ME

Beth Condon Memorial Pathway
Yarmouth, ME

Spring Point Shoreway
South Portland, ME

Eastern Promenade Trail
Portland, ME

Shoreway Access Plan
Portland, ME

Parks, Recreation, + Open Space Plan
Brunswick, ME

Open Space Plan
Falmouth, ME

Recreation + Linkage Plan
South Portland, ME

Parks and Recreation Comprehensive Plan
Lewiston, ME

Facilities + Interpretive Media Plan
Kancamagus Scenic Byway, NH

Interpretive + Facilities Master Plan

PROFESSIONAL AFFILIATION

Maine State Board for Licensure of Architects, Landscape Architects and Interior Designers
American Society of Landscape Architects
Boston Society of Landscape Architects
American Planning Association
Maine Association of Planners
Council of Landscape Architects Registration Boards
Royal River Conservation Trust, Board of Directors

EDUCATION

State University of New York
Environmental Sciences and Forestry Cum Laude

EMPLOYMENT

VIEWSHED
Formerly TJD&A - Terrence J DeWan & Associates
Landscape Architect Emeritus
Yarmouth, ME (2022 - present)

Mitchell-DeWan & Associates
Landscape Architects and Planners
Portland, ME (1977 - 1988)

SELECT PUBLICATIONS / AWARDS

Fellow, American Society of Landscape Architects

Boston Society of Landscape Architects Excellence Award for Outstanding Professional Practitioner

Council of Landscape Architects Registration Boards. Presidents Awards.
Boston Society of Landscape Architects Merit Award for Planning

VIEWSHED

JESSICA KIMBALL

Jessica Kimball, PLA is a landscape architect with a background in community planning. Jessica's professional experience includes a range of large-scale master planning work, public park design, visual assessment work, and residential site design. Having worked in both the public and private sector, Jessica understands both sides of the planning and development process. She enjoys working directly with clients to ensure the design vision aligns with environmental and land use regulations.

Jessica is interested in improving the resiliency of our coastlines. Her graduate thesis focused on an adaptive design strategy for Portland, Maine's commercial waterfront; and she has had the opportunity to work with communities and private property owners on planning and design strategies for coastal landscapes.

SELECT EXPERIENCE

Parks and Recreation Master Plan
Augusta, ME

Parks & Recreation Master Plan + Park Design
Kennebunkport, ME

City Forest Master Plan + LWCF Concept Plan
Westbrook, ME

Willard Beach Master Plan
South Portland, ME

Strategic Open Space Plan
South Portland, ME

Riverside Cemetery Cremation Garden
Yarmouth, ME

Big Moose Mountain Resort + Subdivision
Greenville, ME

Mike McGraw Park
Lewiston, ME

Kennedy Park North Gateway
Lewiston, ME

Simard Payne Park Ribbon Path
Lewiston, ME

LWCF Recreation Conversions
Lewiston, ME

East Beach Water Access Design
Francestown, NH

UT Austin Campus Landscape Master Plan *
Austin, TX

Lawn on D*
Boston, MA

** Denotes work while at Sasaki Associates*

PROFESSIONAL AFFILIATION

Maine Licensed Landscape Architect
The American Society of Landscape Architecture (ASLA)

EDUCATION

University of Toronto
Master of Landscape Architecture

Dalhousie University
Bachelor of Community Design

EMPLOYMENT

VIEWSHED
Director of Landscape Architecture
Yarmouth, ME (2014 - present)

Sasaki Associates
Landscape Designer
Boston, MA (2013-2014)

Town of Old Orchard Beach
Assistant Town Planner
Old Orchard Beach, ME (2007-2010)

SELECT PUBLICATIONS / PRESENTATIONS

LANDscape Architecture Takes to the Seas: The role of the Landscape Architect in Offshore Wind Development presentation at ASLA Annual Conference (2022)

An Adaptive Strategy for Portland's Resilient Waterfront. Waterfront Visions 2050: Portland Society for Architecture Symposium, Portland, ME (2013)

Site models published in work: Amoroso, Nadia ed. *Representing Landscapes: A Visual Collection of Landscape Architectural Drawings*. New York: Routledge, 2012.

Sewall

The evolution of expertise

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